

Message Text

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ACTION EB-07

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FM AMEMBASSY THE HAGUE

TO SECSTATE WASHDC 8728

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E.O. 11652: NA

TAGS: EAIR NL

SUBJECT: CIVAIR -USER CHARGES

REF: A) STATE 159206 B) THE HAGUE 3626

1. FOLLOWING IS TEXT OF FOREIGN MINISTRY NOTE DATED AUGUST 5, 1976 WHICH IS NETHERLANDS RESPONSE TO OUR NOTE OF JULY 1 ON USER CHARGES.

2. QUOTE THE FEE AT NETHERLANDS AIRPORTS FOR TERMINAL AIR TRAFFIC CONTROL WAS INTRODUCED ON THE 1ST OF MAY, 1972. FROM THAT DATE 15 PERCENT OF THE TOTAL COSTS INVOLVED WERE TO BE RECUPERATED. AFTER TWO YEARS THE PERSENTAGE WAS RAISED TO 30 PERCENT, WHEREAS AS FROM THE 1ST OF APRIL 1976 USERS HAVE TO PAY 60 PERCENT OF THE COSTS. THE RECOVERY-PERCENTAGE RUNS PARALLEL TO THAT OF THE EN-ROUTE AIR TRAFFIC CONTROL FEE LEVIED BY THE NETHERLANDS IN COOPERATION WITH OTHER EUROCONTROL STATES. THE GRADUAL INCREASE IN THE TERMINAL AIR TRAFFIC CONTROL CHARGE IS ENTIRELY IN LINE WITH ICAO GUIDELINES.

3. THE FEE TO BE PAID FROM 1ST APRIL 1976 BY THE LARGER AIRCRAFT WENT UP AS STATED IN YOUR MEMORANDUM, FROM 90 TO 345 GUILDERS. THERE ARE THREE REASONS FOR THIS:

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A) THE PERCENTAGE OF RECOVERY WAS COUBLED FROM 30 PERCENT TO

60 PERCENT;

B) THE COSTS OF THE SERVICES RENDERED HAD GONE UP CONSIDERABLY DURING THE TWO-YEAR PERIOD THAT THE FEE HAD BEEN INTENDED TO COVER 30 PERCENT OF THE COSTS;
C) THE CHARGING SYSTEM HAS BEEN ALTERED TO THE EFFECT THAT THE WEIGHT OF THE AIRCRAFT AND FOR THAT REASON ITS PRODUCTIVE CAPACITY IS NOW SLIGHTLY MORE TAKEN INTO ACCOUNT.

4. DURING THE TWO PREVIOUS CHARGING PERIODS THE PERCENTAGES OF THE NORMAL LANDING FEES TO BE PAID FOR TERMINAL ATC SERVICES WERE 15 PERCENT AND 30 PERCENT RESP. WHEREAS THE MAXIMUM FEES TO BE PAID WERE F45.-- AND F90.00. SO ALL AIRCRAFT OF A WEIGHT OF APPROXIMATELY 50 TONS OR MORE PAID THE SAME FEES. AS THE AMOUNTS INVOLVED WERE SMALL, THE PENALTY THIS PRACTICE IMPOSED ON THE SMALLER AIRCRAFT WAS REGARDED AS ACCEPTABLE. BUT AS THE PERCENTAGE OF RECOVERY INCREASED, THIS MORE OR LESS FLAT CHARGE WAS NO LONGER CONSIDERED TO BE FAIR AND A CERTAIN DEGREE OF DIFFERENTIATION WAS INTRODUCED: THE PERCENTAGE TO BE PAID FROM THE LANDING FEE WAS INCREASED TO 32 PERCENT AND THE MAXIMUM CHARGE TO BE PAID FOR TERMINAL ATC SERVICES WAS SET AT F 345.--. EVERY AIRCRAFT WITH A MAXIMUM TAKE-OFF WEIGHT OF APPROXIMATELY 100 TONS OR MORE PAYS THIS AMOUNT.

5. THE DIFFERENTIATION CAN STILL BE CONSIDERED AS MODERATE. UNDER THE NEW SYSTEM A DC-9 PAYS F 150.--, A BOEING 707 OR BOEING 747 F 345.--.

6. FROM THE FORMAL POINT OF VIEW IT IS POINTED OUT IN THIS CONNECTION THAT AIR TRAFFIC CONTROL SERVICES FOR APPROACH, LANDING, ETC., ARE CONSIDERED AS AN INTEGRAL PART OF THE SERVICES AN AIRPORT RENDERS TO ITS USERS. (SEE ICAO DOCUMENT 9082 C/1015: STATEMENTS BY THE COUNCIL TO CONTRACTING STATES ON CHARGES FOR AIRPORTS AND ROUTE AIR NAVIGATION FACILITIES: APPENDIX 1.) A NUMBER OF AIRPORTS IN THE WORLD INCORPORATE THE COSTS OF TERMINAL ATC IN THE GENERAL LANDING CHARGE, BASED ON THE MAXIMUM TAKE-OFF WEIGHT OF THE AIRCRAFT. IN THIS WAY A VERY LARGE MEASURE OF DIFFERENTIATION IS INTRODUCED IN THE RECOVERY OF THE TERMINAL ATC COSTS.

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7. IN COMPARISON WITH THIS PRACTICE THE NETHERLANDS CHARGE CAN BE CHARACTERIZED AS A PRUDENT AND MODEST APPROACH TO THE "PRODUCTIVE CAPACITY" PHILOSOPHY. THIS PHILOSOPHY RUNS IN NO WAY COUNTER TO THAT DEVELOPED BY ICAO: FOR INSTANCE 28 OF THE AFOREMENTIONED DOCUMENT INDICATES THAT ONE OF THE ELEMENTS TO BE TAKEN INTO ACCOUNT WHEN ESTABLISHING ROUTE ATC CHARGES IS THE AIRCRAFT WEIGHT.

8. IN THIS LIGHT IT WILL BE CLEAR THAT LOCAL AND TRAINING
FLIGHTS ARE DELIBERATELY CHARGED LESS FOR TERMINAL ATC SERVICES
THAN "POINT TO POINT" FLIGHTS. THIS DIFFERENTIAL HAS EXISTED
AS LONG AS THE TERMINAL ATC CHARGE HAS BEEN IN FORCE.

9. FINALLY IT IS POINTED OUT THAT THE TERMINAL ATC CHARGE AS
INTRODUCED IN THE NETHERLANDS ON 1ST APRIL 1976 WAS DISCUSSED
WELL IN ADVANCE BOTH WITH THE ASSOCIATION OF FOREIGN AIRLINES
REPRESENTATIVES IN THE NETHERLANDS AND WITH IATA. UNQUOTE.
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